

# BGA accident/incident summaries

## AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
74	K-21	minor	24/04/19, -	none	5
Rudder damage after hitting a fence. The pilot misinterpreted the wind direction and set up a landing across the narrow airfield. The circuit was flown too high, too close in and, despite turning final with full airbrake and side slipping, the pilot couldn't stop the glider. He deliberately groundlooped the glider to go into the fence backwards.					
75	LS7	destroyed	04/05/19, 14:00	fatal	-
AAIB investigation.					
77	Vega	substantial	05/05/19, 14:00	none	not reported
Undercarriage retracted on take-off. The pilot was able to keep the fuselage off the ground with just the gear doors scraping on the runway. After releasing at height the pilot cycled the undercarriage, but the travel and feel felt abnormal so he elected to land on the grass without further damage. A bellcrank in the mechanism had sheared.					
79	Libelle	substantial	06/05/19, -	minor	not reported
Heavy landing. The pilot flew over a glider being retrieved before pulling out more airbrake. The glider stalled during the roundout and dropped to the ground from about 5ft agl. The pilot injured his back and the glider had damage to the undercarriage and fuselage. The pilot thinks that he may have inadvertently raised the nose and slowed down as he passed over the glider on the ground.					
80	PA 25	substantial	12/05/19, 16:00	none	373
Groundloop after wheel brake failure. The pilot noticed signs of previous brake fluid leaks during the DI, but the brakes were adequate during the first flights. On the accident flight, the glider pilot released during the ground run and the tug pilot slowly reduced the throttle to leave room for the glider to land behind. After briefly becoming airborne, the tug landed and the pilot tried to use the wheel brakes, but the starboard wheel brake had no effect, the tug yawed to the left and started to groundloop. During the groundloop the starboard wing touched the ground, damaging the wingtip.					
82	PA 25	substantial	15/05/19, 15:25	none	472
Tug ran out of fuel. At about 1,300ft ato, the engine faltered, the tug pilot rocked the wings and the glider pilot released. After reducing the throttle and selecting carburettor heat, the pilot set up an abbreviated circuit back to the airfield. The engine stopped completely on final approach. The pilot had to pull up to clear a line of trees, after which the tug stalled onto the ground about 50m short of the runway. The undercarriage collapsed, the propeller broke and one wing was damaged.					
83	Nimbus 3	minor	17/01/19, -	none/none	8,935
Tailwheel hit a Tarmac edge during landing. No damage was noticed at the time, but on a subsequent flight a noise was heard from inside the tail. A detailed inspection revealed a hairline crack at the front base of the fin; the maintenance workshop later found that the tailwheel axle was bent and a rib in the fin had cracked.					
84	K-13	minor	20/04/19, 15:45	none/none	938
Jammed rudder pedal. During a spin recovery exercise, the front seat rudder pedal base jammed on a screw securing the foot plate. The P2 was able to kick it loose. After the flight the bottom part of the pedal was found to have snapped and bent. The report is unsure whether this was the cause of the jam or the result of being kicked free. After the flight there were visible signs of scraping on the surface of the foot plate, as well as the underside of the pedal.					
85	T-61	minor	16/05/19, 17:25	none	11
TMG tipped onto its nose during landing. On the last leg of a student solo navigation test the engine lost power and, unable to maintain level flight, the pilot set up a field landing. He cut the engine on short final and landed safely, but when he used the wheel brake the TMG tipped onto its nose, damaging the propeller and cowling.					
86	EuroFOX	substantial	21/05/19, -	none	23,000
	Astir	minor		none	8
Glider hit tug during landing. The glider was towed to 1,000ft ato for circuit practice and soon after releasing positioned to start the circuit. Another glider called downwind for the runway and both the tug and Astir made their downwind calls and positioned to allow the other glider to land first. The Astir pilot saw the tug below while on the diagonal leg and assumed that it would pass under him on final approach. After turning final himself, he watched the first glider on its ground run to see where it would go; he wasn't aware of the tug until during the flare when he realised that it was close by on his left. Despite a late attempt to turn, the glider's wingtip struck the trailing edge of the tug, damaging the flap and the leading edge of Astir's wing.					

# BGA accident/incident summaries *continued*

## AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
87	Discus	minor	22/05/19, 15:00	none	78
Wheel-up landing. After a local soaring flight, the pilot omitted his pre-landing checks and landed with the wheel up on a Tarmac cross runway. The bottom of the winch hook and two layers of fibreglass were worn away. The CFI intends to fit gear warning systems to club gliders.					
88	Vega	substantial	23/05/19, 16:20	none	846
Landing in crop. On a marginal final glide back to the airfield, the pilot rejected the option of landing out at a power airfield a few miles short of the gliding club in favour of a straight-in approach. The glider landed in oil seed rape between the perimeter track and runway threshold. A wingtip caught in the crop, yawing the glider, bending the wing pin and associated spar mounting holes.					
90	K-13	minor	26/05/19, 13:15	none	10
PIO during landing. The low-airtime pilot flew the approach using very little airbrake and subsequently over controlled the round out, leading to the PIO which ended in a hard landing damaging the nosewheel.					
92	LS4	substantial	25/05/19, 16:25	none	2,400
Undercarriage collapsed during a field landing. The field was mostly soft soil with some large rocks and although the wheel had been locked down it retracted during the landing, damaging the gear doors, the underside of the glider and the tail skid.					

## Incidents

69	ASW 19	-	20/04/19, PM	-	205
Tug upset in turbulence at 1,200ft ato. The glider pilot reports strong negative G bringing a water bottle and radio out of the side pocket and leading to him losing sight of the tug. The tug pilot reports seeing the glider PIO in pitch in the mirror before the tail of the tug was lifted, putting the tug into a steep dive. Both pilots pulled the release and the rope was lost over farmland. During the debrief it was found that the ground crew had attached the aerotow rope to the winch hook; the glider pilot reported that handling on tow felt unusual and that he had difficulty in maintaining position.					
70	K-21	minor	20/04/19, -	-	-
Cracks in canopy discovered at the end of the day when the glider was put back in the hangar. The cracks were not present during the DI, nor during an introductory flight. The glider had been left in the open for the rest of the warm sunny day, without a canopy cover, and the report suggests that heat from direct sunlight may have initiated the cracks, which propagated from a DV panel rail screw.					
71	Mini Nimbus	-	21/04/19, 16:15	-	1,360
Airprox with departing tug and glider combination while on short final. The wind was light to moderate from the SE so the glider pilot chose to land on the SE runway, announcing his intention over the radio when joining downwind. He noticed a glider and the tug parked at the far end of the runway near the glider and trailer parking area. While turning final he saw the tug lining up in front of the glider on the reciprocal runway and requested that the launch be stopped. Receiving no reply and seeing the combination take off he moved off to one side, watched the combination pass about 50ft away at a similar height before lining up with the runway and landing safely. He tried to call the tug and then the towed glider over the radio, but again received no response, he then called a previously landed glider, who confirmed that his radio was working. There was no FLARM warning from either the tug or towed glider. The tug pilot first saw the landing glider as the tug took off, he moved to one side and estimates separation as 50m. The radio at the launchpoint, in the tug and in the towed glider were all u/s for varying reasons. Several gliders had previously attempted radio checks with the tug without success, launchpoint operations continued without a radio. The FLARM in the tug had a wiring issue and was disconnected. Most of the the other gliders that day landed on the easterly runway, avoiding any conflict with aerotow launches.					
72	Grob 109	none	21/04/19,16:00	-	1,800
Engine stopped at 2,000ft ato close to the airfield. The fuel gauge had indicated 25% of the 80l capacity during the DI; another 25l were added before departure. After gliding back to the airfield the gauge indicated 25% fuel remaining, but the tank contents were found to be at the minimum. After adding 40l of fuel the gauge read 75% full. The TMG was grounded pending fuel sender and gauge replacement.					
73	Grob Astir	minor	06/04/19, 12:00	-	60
Wheel-up landing. After the pilot got out, two club members came to help by raising the rear fuselage while the pilot tried to lower the wheel. Unable to lock the wheel down, when the helpers lowered the fuselage the partially extended undercarriage doors were damaged.					

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## BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
76	Pilatus B4	none	04/05/19, 12:20	none	1265
Wheel-up landing. After rejecting the winch launch at low level the pilot set up a straight ahead landing, but retracted the wheel instead of opening the airbrakes.					
78	DG-100	substantial	05/05/19, 17:00	-	-
The front half of the canopy was run over and broken by the wing dolly of a glider being towed.					
81	PA 25	substantial	13/05/19, 11:00	minor	-
Tug tipped onto nose. The pilot started the engine to warm it up and perform the usual engine checks. As he wasn't intending to fly yet he hadn't strapped himself in. A magneto check resulted in a larger than usual drop in rpm so the pilot increased power and leaned the mixture in an attempt to burn oil deposits off one set of spark plugs. The first attempt didn't work so the pilot opened the throttle even further, the pilot then felt the tail lift, but he was unable to cut the power before the tug tipped onto its nose. After the propeller hit the ground the engine stopped and the tug fell back heavily onto its tailwheel, damaging the rear of the fuselage. The pilot's head was cut after hitting the instrument panel. After the incident, the elevator trim was found to be in the neutral position. As the trim is powerful, holding the stick full aft with the trim neutral requires a significant pull by the pilot so the club SOP was to have the trim fully aft during power checks. The report points out that using almost full power with the elevator neutral will likely have lifted the tail. The report also points out that the pilot will have been unable to maintain aft stick after being tipped forward and recommends that pilots should be properly strapped in whenever the engine is running.					
89	-	-	24/05/19, 10:00	minor	-
Winch vehicle parking brake not set. The lorry-mounted winch was pulled towards the launchpoint during the first winch of the day, the winch driver cut the power and a second winch driver jumped from the cab to set the wheelbrake in the lorry cab. The glider landed safely. After checking the cables, the winch was re-positioned and the second winch driver went to attend to cuts and bruises caused when he fell over jumping out of the winch. The winch driver went to double check that the parking brake was correctly set, only to discover that it wasn't.					
91	EuroFOX	-	24/05/19, -	none	-
Rectifier in Rotax engine failed during aerotow. The tug pilot smelled burning electronics at 600ft ato so, once at circuit height, he instructed the glider to release and both aircraft returned to the airfield.					
93	ASW 15	substantial	06/05/19, 16:00	-	780
Wingtip caught on a fence post while being towed behind a car. The tail of the glider was pulled off the tow gear, damaging the tailplane attachment.					

During BGA Club Safety Officer seminars it was proposed that, to further encourage reporting, it would be a good idea to remove site names from summaries. This has been reflected in the summaries on these pages. Edward Lockhart continues to provide a little extra detail, where available, in these listings. We would also like to publish (anonymously) your stories of particular flights that have taught you a valuable flying lesson. Please send details to [editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk) or by post to the address on p3.



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